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wishes are continually disregarded by the Congress; and the demands of the President for economy too often fall on deaf ears. "Under the English constitutional system no appropriations can be voted unless the administration accept responsibility for it by a specific recommendation."

In developing this and other features affecting the matter of expenditures, Professor Ford has entered into the details of the workings of our governmental machinery and particularly the manner in, and conditions under, which the Congress acts in voting money. His study is thus one of value to all students of political science whether or not they are specially interested in the particular problems under discussion. The book represents the putting into print of the series of lectures delivered by the author in 1909 in the Columbia University under the George Blumenthal Foundation.

W. F. WILLOUGHBY.

Government Ownership of Railways: Considered as the Next Great Step in American Progress. By ANTHONY VAN WAGENEN.
(New York: G. P. Putnam's Sons, 1910. Pp. 255.)

The present work does not pretend to be an exhaustive or scientific treatise. It was written for the purpose of stimulating interest in a subject which the author thinks must soon become a vital question in the United States. Hence it is a popular treatise, in the sense that it is intended to give a sketch of the subject which shall be within the comprehension of the general reader, a presentation of an important and very complex question in such a form that "the busy man may be able to read it restfully."

But while it would not be fair, in view of the purpose of the book, to criticize it for not sounding more deeply the difficulties of the situation, we must insist that no work, however professedly popular, which deals with problems of government can be excused from the duty of giving due emphasis to the importance of the difficulties they present, however briefly these difficulties be disposed of. Perhaps this proper placing of emphasis is all the more necessary in a popular treatise than in a scientific one, for in the latter the reader is able to form an opinion for himself from a consideration of the facts. It is certainly so, when the subject concerns a problem which is both technical and complex in character, and entirely out of the field of *a priori*; or *a pari* reasoning.

If government ownership of railways would mean such a radical change in the policy of the country, it is surely unwise, to say the least, to urge its adoption without carefully warning the public of the dangers which lie in the way.

It is on this point that Mr. Van Wagenen's brief for government ownership is not satisfactory. His sympathies lie wholly on the side of government ownership, and his enthusiasm for it makes him impatient of the arguments which have been advanced against it. He shows clearly enough the defects of our present system, a fact which few would be disposed to deny; and clearly enough how they could be remedied under government ownership if we can fancy the existence of the ideal conditions required; but he wholly fails to meet the difficulties of the probable situation under government ownership. More serious than the difficulty of financing the undertaking, and the difficulty of securing efficiency of operation by a rigid application of civil service rules, is the problem of adjusting government ownership to our political system. To what extent would the conflicting interests of the different sections of the country become a factor in politics, and operate to create new party lines in Congress? Could a compromise be reached and some system of rate-making be adopted which would satisfy the states whose commercial situation is weakest as well as those whose situation is strongest? We do not say that these difficulties are insuperable, but we wish to make clear that they are not trifling and cannot be lightly waved aside. Comparisons with the results produced by government ownership in foreign countries are instructive and suggestive, but in no way convincing, since the extent and complexity of our railroad system and the diversity of the commercial interests involved put the question of government ownership in the United States in a class by itself.

C. G. FENWICK.

Great Britain and the Illinois Country, 1763-1774. By CLARENCE EDWIN CARTER. (Washington: American Historical Association (Justin Winsor Prize Essay for 1908), 1910. Pp. viii, 223.)

This is a minute and painstaking study of conditions in the settlements in a part of the Northwest country from the time of the cession of Canada by the French to the English down to the passage of the Quebec Act. It is well documented and contributes some light on an